

PUBLIC NOTICE

REQUEST FOR EXPRESSIONS OF INTEREST IDENTIFYING POTENTIAL MAINTENANCE FACILITY SITES

The California High-Speed Rail Authority (Authority) invites interested parties to submit an Expression of Interest (RFEI) identifying potential sites for planned California High-Speed Train Maintenance Facilities that meet the criteria described in this RFEI and as established in Technical Memoranda 5.1 and 5.3, which are both available on the Authority's Website.¹ Expressions of Interest are to be addressed to Mr. Mehdi Morshed, Executive Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814 and must be received by the Authority by 2:00 p.m. Pacific Time on Friday, January 15, 2010. Questions regarding this RFEI should be addressed to Mr. John Harrison, Deputy Program Director, 925 L Street, Suite 1425, Sacramento, CA 95814 (916) 384-1469.

Objective

The Authority wants to enhance the opportunity of communities and other interested parties along the proposed HST system route to express their interest in locating a maintenance facility in their community by identifying potential locations that could meet the Authority's maintenance facility siting requirements, minimize environmental impacts, and offer financial incentives and other economic benefits to the State of California and the community.

Request for Expressions of Interest

As part of the Alternative Analysis for Siting Maintenance Facilities² in support of the project level environmental review (EIR/EIS) process, the Authority is soliciting Expressions of Interest through this Public Notice for each of the following three types of HSR Maintenance Facilities. (Expressions of Interest should contain the information requested in Table 1 below.)

1. A Heavy Maintenance Facility to be located in the Central Valley along the proposed HSR route between Merced and Bakersfield. The preferred site characteristics include: a large site (of approximately 154 acres), located close to (preferably within 0.5 miles from and suitable for being connected directly to) the mainline trunk of the HST System, with connectivity to the highway road network and access to utilities including water, gas, electricity, sewer, and communications. The HMF building footprint would encompass 14.5 to 19.3 acres (or 631,000 to 840,000 sq. ft.). Up to 1,500 HMF employees would be needed during peak shifts. For further guidance, maps of alternative mainline routes currently under consideration and review by the Authority between Merced and Bakersfield are available on the Authority's Website.
2. Terminal Maintenance and Yard Storage Facilities to be sited close to the terminal stations at San Francisco, and Los Angeles/Anaheim for Phase I, with Sacramento, and San Diego added later during Full System Build-Out. These Facilities, serving layup/train storage functions for morning start-up of revenue services, should be located as close as possible (preferably within 1.5 to 3 miles) to the terminal stations that they serve and have effective connectivity to major roadways. Sites must also have access to utilities including sewer, water, gas, electricity, and communications. Acreage and other site criteria are described in the Authority's aforementioned Maintenance Facility Guidelines. A summary of the spatial requirements is as follows:

<i>Train Storage Yard and Maintenance Facility</i>	<i>Estimated Acreage</i>
San Francisco Train Storage Yard and Maintenance Facility	90 – 108 acres
Los Angeles Train Storage Yard and Maintenance Facility	62 – 83 acres
Anaheim Train Storage Yard and Maintenance Facility	52 – 74 acres
Alternative: Combined LA / Anaheim TSMF	88 – 105 acres

Sacramento Train Storage Yard and Maintenance Facility	54 – 76 acres
San Diego Train Storage Yard and Maintenance Facility	70 – 93 acres

- Maintenance-of-way (MOW) Facilities to be sited along the HST route in close proximity to Gilroy, Merced, Visalia, Bakersfield and Palmdale for Phase I, with Stockton, City of Industry, and Temecula added later during the Full System Build-Out. The sites for MOW Facilities must be located immediately adjacent to the mainline trunk of the HST System. The size of these facilities would require a land parcel “footprint” of between approximately 17 and 18 acres each, inclusive of roadways and parking. The sites must have effective connectivity to the highway road network and access to utilities including water, gas, electricity, sewer, and communications.

Maintenance facility sites identified through this RFEI will be reviewed by the Authority and those meeting the Authority’s criteria may be included for further analysis in the Alternatives Analysis phase of the environmental review process.

Table 1 Required Information to be contained in an Expression of Interest to evaluate whether a Proposed Site meets the Authority’s Maintenance Facility Site Criteria	
1.	Site description, including location, distance from High-Speed Train mainline, highway access, availability of site utilities, consistency with local zoning and other planning efforts and adopted plans.
2.	Availability of local labor force to support employment needs and economic benefits to cities and local communities.
3.	Constructability, access for construction within existing transportation right of way. Disruption to and relocation of existing infrastructure, including utilities.
4.	Displacements: Number of properties by land use type that would be displaced, and/or acres of land by land use type. Number of residential and commercial properties impacted or displaced. Acres of farmland displaced.
5.	Traffic effects: Identify locations where increases in traffic congestion or Level of Service are expected to occur.
6.	Environmental: Identify any known underground storage tanks and/or hazardous materials on the site that would require remediation. Proposed sites must avoid wetlands.
7.	Economic incentives (if any) the local community might be willing to offer the Authority to locate a maintenance facility on a proposed site.

¹ Technical Memorandum 5.1 entitled “Terminal and Heavy Maintenance Facility Guidelines,” August 2009 and Technical Memorandum 5.3 entitled “Summary Description of Requirements and Guidelines for Heavy Maintenance Facility (HMF), Terminal Layout/Storage and Maintenance Facilities and Right-of-Way Maintenance Facilities,” August 2009. Both technical memoranda are available on the Authority’s Website: www.cahighspeedrail.ca.gov/Library/Project-LevelandEnvironmentalGuidelines.

² See “Alternative Analysis for Siting Maintenance Facilities,” October 2009. [Also available on the Authority’s Website in the same location.]